The Washington Times

THE MUNSEY BUILDING Penna, Ave., between 13th and 14th Sts.

FRANK A. MUNSEY, F. A. WALKER, Proprietor. Managing Editor. SUBSCRIPTION RATES BY MAIL

JUNE CIRCULATION
 Otal gross, June, 1912...1.387,792
 Total gross, June, 1912...236,781

 Average gross, June, 1912...1,187,163
 Average gross, June, 1912...200,493

 Average net, June, 1912...47,487
 Average net, June, 1912...40,099

I solemnly swear that the accompanying statement represents e circulation of The Washington Times as detailed, and that the figures represent, all returns eliminated, the number of copies. The Times which are sold, delivered, furnished, or mailed to ma fide purchasers or subscribers.

FRED A. WALKER, General Manager.

*June, 1912, includes 11,500 extras sold June 18, 15,100 sold June 13,500 sold June 20, 6,000 sold June 22, and 11,070 sold June 28, ducting these figures the daily average net circulation for the nth (extras deducted) is shown to have been 45,196.

SUNDAY, JULY 21, 1912.

GREAT GOING FOR WYOMING.

The new battleship Wyoming, on her trial trip, has broken a lot of speed records.

The Wyoming is worthy of her name. She goes just like Senator Warren, on the trail of an appropriation for an army post at Cheyenne to help defend this country against a foreign invasion.

WHEN THE PUBLIC PAYS.

The completion of a municipal bath house in provision had been made for any intake or outlet usual city administration. Such a thing happening in which has been accepted as they prepared it. connection with the plans and erection of a plant for tices are indulged in to the extent that they approach independents of their right of action. either criminality or asininity.

THE CIVIL SERVICE AND POLITICS.

The Civil Service Commission is going to investigate Federal officials who have been too active in politics. They're going to be bounced, too, it is announced, if they've been too active.

Well, maybe. Starting a crusade like this after the nomination has been stolen through the Federal employes' assistance, is like locking the barn after the horse has gone. It's about as efficacious as publishing facts about campaign funds after election.

Still, it would be pretty characteristic if the Administration, after sending out McKinley to bludgeon and bullyrag the postmasters into doing the trick for Taft, would now fire enough of them to justify a vaudeville turn in holier-than-thou high-jinks.

PROHIBITIVE EXPENSE OF THE PRIMARY

William E. Borah, Senator from Idaho, has just filed with the State authorities a sworn statement of bill of 1910, and demanded that it pass precisely as Referring to this street car agitation his expenses in the campaign which renominated him.

son, Taft, and the rest in the descending scale of plish the very things it pretended to forbid.

reactionary leaders, we hear that the insuperable objection to primaries is that they cost so much a poor man can't enter one.

Lorimer-Stephenson-Taft sort.

And even then they get beaten, usually.

The man who represents the people need fear little from them at the primary. The essence of the expense objection to the primary is that it's awfully expensive to bribe the whole community.

Properly viewed, it's an objection that doesn't

INCOMPETENCE? YES, APLENTY.

The coroner's jury finds, precisely as was expected, that an employe was careless and incompetent, and that this accounts for the ball park street car accident of Friday evening.

policies of conservation, and then proceeded, through the Ballinger administration at the Interior Department, to betray those policies.

He pretended purpose to save Alaska in the care accident of Friday evening.

policies of conservation, and then proceeded, through the District outling (water works) and they managed them as they do the water, you would be paying by this time for for every five blocks instead of a ten-mille ride.

He pretended purpose to save Alaska in the care accident of Friday evening.

Isn't it barely possible, now, that a grand jury deposit to its harbors to the Guggenheim syndicate. inquiry would enlighten the question of who was so careless and incompetent as to send an utterly inex-

locate all there is of it, all the way up. actually to be imposed on the poor devil who with service the whole traffic scheme of the city affords? | binations. Is it the motorman's fault that he couldn't become a

skilled operator in ten days? It is time for the grand jury to take hold and do legislative poultice? a real serious piece of investigating.

RECALL ALL RIGHT--IF.

Six of the Maryland Presidential electors are for Roosevelt. They are for Roosevelt because they reflect the sentiment of their respective districts, as

In order that this may be changed it is now pro-

The Republican party and Taft are in favor of ness. The Republican party and Taft are in favor of the recall if the recall is done by bosses, not by the people. Where it is proposed to have the people pass upon the recall the scheme is revolutionary.

There isn't anything of the sort in the prize fight picture industry.

So the people get a hunk of bunk instead of the because things are not run to suit their dear. It has been noted and commentations of party and government, according to this people, anyhow! affairs of party and government, according to this people, anyhow!

theory. The right to rule must be permitted to ooze down from the select few, instead of being conferred by the majority, according to the Republican machine. The recall is all right-if bosses use it.

ARE TRUST PROSECUTIONS FRAUDS?

Congressman Pepper has introduced a bill to require the Government to appeal to the Supreme Court the decree dissolving the Powder trust. Mr. Pepper makes grave charges, which need investi- Some Praise, Some Criticise, gation, and his bill ought to pass. It is doubtful, however, if it goes far enough. Investigation of the motives back of strange procedure of the Gov ernment in various trust cases seems to be needed

In the Tobacco and Standard Oil cases, the trusts naving been defeated and ordered dissolved, their lawyers were permitted to draw the decrees, which dividually taking keen interest in the were accepted without change or appeal. The result has been an immense INCREASE in the values of letters, the faults of the present opertheir shares, aggregating several hundreds of ating companies are pointed out with millions of dollars.

This has been accompanied by INCREASES in sections of the city who ride and obthe prices of products controlled by the trusts.

The public pays the freight. In these two cases the net result of SUCCESSFUL prosecutions of trusts has been to give the trusts immunity to further prosecution, to mulct the consuming public, and to cars, while still others declare they do make the monopolies more powerful as against independents than ever before.

Turn now to Mr. Pepper's charges as to the carrying a specified number of pas-Powder trust case. Before the Government attacked that combination, independents had sued it for damages to their business, by reason of its vicious competitive methods.

The Government stepped in and sued it as a con-Philadelphia at a cost of \$40,000 only to find that no spiracy in restraint of trade; won the suit; and, once Thinks Car Service more, as in the tobacco case, the Federal court Is a Joke. for a water supply illustrates the inefficiency of the allowed the trust's own lawyers to write the decree,

Mr. Pepper declares this decree will not only a private corporation is almost impossible. It is only have the evil effects that have been noted in the oil to come this side of Fifth and F streets when the public pays, that slipshod, wasteful prac- and tobacco cases, but more: that it will deprive the either had to pay another fare or have

> The Senate has passed, and the House probably Gien Echo to yell for a transfer. When will pass, a bill by Senator Cummins to require that they leave they are marked Lincoln Park and when you get to Fifth and F the tobacco decree be appealed to the Supreme of you go same as a drove of cattle. Court. Mr. Pepper proposes to do as much in the Do you see where they have any right

> Is it to be assumed that Congress would take do happen to be a lucky one and get a such drastic and unprecedented action, by way of transfer then you have from eight to interference with the business of the Government's City Hall car. If they have got to legal department, if there were not excellent rea- transfer at Fifth and F to accommodate sons? We think not. Senator Cummins has City Hall cars running every five mincharged, and Mr. Pepper now charges, that the anti-trust law has been perverted from its original pur-other night who waited thirteen and pose of protecting the public into a most effective one-half minutes by the watch.
>
> Why, they do better than that in the protection for the trusts themselves. protection for the trusts themselves.

> It would be difficult to believe that such a thing could be possible, if there were not a startling record of such proceedings on the part of the present Administration.
>
> It would be difficult to believe that such a thing Great name for it! The people between Fifth and F streets and Delaware avenue and C streets get such poor accommodations they are learning to walk to and from work no matter how far, rather than stand and wait.
>
> A TIMES READER.

It promised to revise the tariff downward; then proceeded to revise it upward.

It prepared a railroad regulation measure, the written. Under examination, this was found to be it would seem this was an old trick. He swears that he didn't spend a cent; not one a skillfully contrived device to AUTHORIZE combinations of the most undesirable kind, to LEGAL- mislead and distract attention by gran-From Penrose, Barnes, Crane, Lorimer, Stephen- IZE overcapitalization, and, in general, to accom-

The President in a public message to Congress recommended that the Government build its own ships and operate them in the coastwise trade by They do: for men of the Penrose-Barnes-Craneway of the Panama canal, as a guarantee against trol of it they professed to run it without profit, yet they have been continuout profit, yet they have been continuout profit, yet they have been continuout profit, yet they have been continually increasing the price to consumers

> for this vigorous proposal, he sent his Secretary of
> War before the House Committee on Interstate
> Commerce, and privately withdrew that recommendation, with the explanation that after further examination he had decided that the Government ought rails, of labor, of operating, millions in interest, and thousands of damage not to build and operate these ships!

> President Taft pledged himself to the Roosevelt reduced fares to six for 25c.
>
> Now, suppose the car companies fell into the hands of the District building

This motorman had been thus employed for public interest, and then backed Ballinger in his determined effort to give everything from its coal

Here we have a few cases of the facing-bothperienced and inexpert man to handle a rush of business at such a dangerous point?

ways policy of this Administration. It betrayed to most heartly to take the hand of at 7:45 o'clock. The final resolverian Church Warren W. Grimes, and say "I am with business at such a dangerous point?

ways policy of this Administration. It betrayed to most heartly to take the hand of at 7:45 o'clock. The final resolverian Church Warren W. Grimes, and say "I am with business at such a dangerous point? siness at such a dangerous point?

Carelessness and incompetency, indeed! Let us cate all there is of it, all the way up.

Is it possible that the blame for this accident is tried to destroy the railford regulation laws; it tried to destroy the railford regulation laws; it betrayed the tariff program to which it was pledged.

Now it is charged with serving the Powder trust and inexpert man to handle a rush of conservation, while pretending to promote it, it you, pard, in your remarks." There is more truth than poetry in what that office Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the Christian Endeavor societies participating. In addition practically all the christian Endeavor societies participating. In addition practically all the christian Endeavor societies participating. In addition practically all the christian Endeavor societies participating. In addition practically all the christian Endeavor societies participation.

Now it is charged with serving the Powder trust standing on the corner waiting for the District Endeavor Union, for partiten days' experience was sent to the most dangerous as it has formerly served the oil and tobacco com-

> Is it not fair to assume that Congressman Pepper has put his finger on another sore that needs a

MORAL LEGISLATION FOR BUNCOMBE.

Congress has passed, and the President will sign, a bill prohibiting interstate transportation of moving one car going my way, and this is it, the other two cars having hardly a picture films representing prize fights. picture films representing prize fights.

evidenced by the votes of the Republicans of these devoted to the uplift of mankind, the moral improvement of the people!

In order that this may be changed it is now proposed by the Taft managers to call another State convention in Maryland and have these electors "recalled" and Taft electors who do not represent the sentiment of the State put in their place.

The proposition to submit the recall to a direct vote of the people does not meet with favor at the White House. The Taft forces and Special Privilege want the recall effected by a boss-controlled convention.

The Republican party and Taft are in favor of The Proposition party and Taft are in favor of The Republican party and Taft are in favor of Tanter commerce clause is thus stretched to cover a piece of legislation that is absolutely not needed because the States have uncluded because is absolutely not needed because the States have uncluded because the States have uncluded because is absolutely not needed because the States have uncluded because is absolutely not needed because the States have uncluded because is absolutely not needed because the States have uncluded because is absolutely not needed because is absolutely not needed

More Letters to The Times on Car Service In Washington and on Suburban Lines

While Others Contrast Conditions Elsewhere.

From the scores of letters received daily by The Times it can be easily seen that the people of Washington are inremedying of street car conditions in the city. Through the medium of these collected from individuals living in all serve conditions and experiences on all street railways is obtained and remedial action sometimes taken in accordance. Many of the writers of these letters plame the traction officials for permitting the running of overcrowded not mind the overgrowding, preferring to ride on an overcrowded car than to wait many minutes for one that is

sengers. There are others, who are in the minority, who declare that the traction conditions in Washington, though not the best in the country, are as good as any. Following are a few of the letters received by The Times today:

In talking of the street car service, think the Metropolitan line is the worst I ever saw. Wednesday night all the crowds that went to Glen Echo that had presence of mind enough when they saw the motorman switch the sign back to to do that after you pay a ten-cent fare out and as much back? Then when you

Compares Service

With Waterworks.

ble the price of water which flows as freely out of the Potomac into the condult as it ever did and costs nothing;

ned vessels.

Then, having got a vast fund of commendation

by leaps and bounds, while, as a matter of fact, they should have reduced prices. They deal in a commodity which

interest, and thousands of damage claims, they have increased wages and

Kicks About Kickers Against Service.

To the Editor of THE TIMES

Anent the street car question, I wish

some car that travels on the stop-over plan.

The natives here take their own sweet time getting on, and when once on they take oceans of time to get off, often not picking up their bundles until after the car stops at their street—a case of no one on the car but them-selves. I can cite several instances case of no one on the car but themselves. I can cite several instances where a large number of persons have waited on the corner of Eleventh and G streets for an Eleventh street car, and when three in a row would come along all would persist in trying to get on the first one, a case of only one car going my way and this is it. Great moral reform! Noble work of lawmakers that corner any evening from half past to the uplift of mankind, the moral improvement of the people!

Magnificent bosh! While the commerce clause is Magnificent bosh! While the commerce clause is tickets for a quarter, with abundance of transfers thrown in, also about the only city where one can get six tickets for a quarter, with abundance of transfers thrown in, also about the stand on that corner any evening from half past the until about half past to the only city where one can get six tickets for a quarter, with abundance of transfers thrown in, also about the this statement, just let them stand on

than in any other town, that is

when it comes down to amusements, and anything that is free is simply rid-den to death, whereas if they had to dig down in their purses for one-half they get there wouldn't be a handful

present.

Of course, there are disagreeable things about some of the car service here, but, like everything else, you cannot please everybody, no matter how hard you try, and it takes time for modern improvements to come, and, taken all in all, I guess every one gets a good run for what money they sper l, and, besides, every city has a laige number of chronic kickers, Washington, like its baseball team, being close to the top in this respect.

If some folks had the earth, wouldn't they kick because they couldn't have the moon as well? Think it over.

Very sincerely, PENDENNIS.

Scores Citizens

For Their Protest. To the Editor of THE TIMES

As I think I have as good an opportunity of knowing of the District street car service as any one, as I am a passenger at least seven times per day, and I consider that the car service is O. K. here, I must say that some people here should not be allowed to ride on cars, especially women who will stop a car, walk from the front to rear, then back again, after the conductor has told her there were no more seats, then, when the car has started, sends her little kick to the company.

As to overcrowded cars, if the conductor tells men on a running board to step inside, please, their worst oaths are too good for him. I was a passenger on car 1651, on the Great Falls line, on June 1, 1912, and, after a conductor asking people to kindly step inside of the car all along the line and they refusing to do so, one of the men on the running board was the cause of that conductor being kicked off the car, and when found was unconsclous and badly torn up, and after he revived I called on him and asked him why the people of this city were so anxious to board a crowded car, and found out, as I have always expected, As to overcrowded cars, if the con

found out, as I have always expected, just to try and beat their fare.
Only last night, on a Georgetown car, a man boarded it at Ninth and F streets, put his feet all over the motorman's trousers, also spit on the floor, and was swearing. The motorman and conductor both saked him in the conductor both asked him, in the mildest way, if he would kindly refrain from bad language, and, after refus-ing to pay his fare, called them all sorts of names.

sorts of names.

Now, have any of these kickers noticed how men and women walk in front of a car and sneer at a motorman after he has possibly hurt himself stopping his car to avoid injuring them? This is not only once a day, but from twenty to thirty times a day. Now, I have been in eight foreign countries and every principal city in the United States, and in the District of Columbia for one year, and if any one can show me where the people have a larger variety of cars or more polite

motormen or conductors, or why they wait for persons a half block away. I will pay that man's fare to the Pacific Exposition in 1915.

Where are there car companies that will allow chairs, tool chests, trunks, ice, ice-cream cans, baby carriages, dogs, and many other articles on their cars? Now, if the Washington public had parlor cars and rode free of charge they would kick. And I hope that the colored gentleman who spoke of harsh treatment on a Capital Traction car will have the last four seats of the cars allotted to his race, as this is the case in several other cities. Hoping to see this published in The Washington Times, I remain, very respectfully. Times, I remain, very respectfully, G. K. RYAN.

Lauds Western Cities'

Street Car Service. To the Editor of THE TIMES:

In your paper I notice a letter from Warren W. Grimes, in which occur several statements must criticise. In regard to the six-for-a quarter tickets on street cars, which Mr. Grimes says are "almost entirely unknown outside of Washington.' Now as a matter of fact, in Chi

cago six tickets are sold for a quarter in Indianapolis one gets six for a quar ter or twenty-five for a dollar; in Cleveland, the fare is 3 cents; in Louisville and St. Louis the six-for-a-quarter tickets are sold, also in Minneapolis St. Paul. Denver, and other places.

As to horse cars, which Mr. Grimes says are to be found in Chicago and New York. If there are any horse cars in operation in Chicago, I should like to know on what line. I consider I know that city fairly well, and all the territory between St. Joe and Milwaukee and if horse cars are operated there I do not know where.

and it horse cars are operated there i do not know where.

Further, only one antiquated, worn-out, moth-eaten line in New York oper-ates horse cars, and if Mr. Grimes kept in touch with affairs he would know that steps are being taken to convert this last remaining freak of transporta-tion into a modern line. tion into a modern line.

As for other cities, even the Cherry-lyn horse car in Denver was abandoned several years ago—the one which was drawn up a hill by an old white horse, the animal afterward coasting down the hill on the car. In regard to cars in Indianapolis not

stopping for young men. Perhaps Mayor Shank has ordered the street car company to adopt this fashion of running its big, speedy, comfortable cars, but if so, the order is a mighty recent one. Indianapolis street cars make

Men of District. To the Editor of THE TIMES Just a few lines in reference to the

Praises Street Car

do things.

street car service. Others have had their say. I may as well get in my I have had the good fortune to visit quite a few cities in the United States

and a few in Canada-most all of them large enough to support a street car In Ottawa, Canada, I remember one evening a crowd of young sports getting

Ownership by City Suggest-

ed by One Writer as a

Remedy.

downtown station and reaching every part of Indiana and surrounding States. Here we have one good line—the Fourteenth street line—and others that run from passable to horrible, in service and equipment, and one electric interurban line—the W. B. & A.—and several suburban lines, of which the less said the better.

urban lines, of which the less said the better.

I admire a man who sides with the under dog, occasionally, but in this case the under dog—the street car companies—are under because they refuse to be anywhere else; therefore, why stick up for them regardless of the accuracy of comparisons between Washington and other cities?

Further, why compare conditions here with those in Philadelphia, New York, and other Eastern cities? Why not compare them with conditions in, say, Indianapolis, Chicago, Cieveland, Columbus, Minneapolis, St. Paul, Louisville, Denver, Salt Lake City, and other Western and Middle Western cities, where they are so far ahead of the East im every point of modern development that the poor old East is held up as a horrible example of how not to do things.

Mr. Grimes might as well say to a

Mr. Grimes might as well say to a man who suffers with an aching tooth, "Don't try to do anything for it; I know a fellow who has a cancer."

Alta Vista, Md. F. G. HEATON.

got fresh and started to act rowdy with the conductor.
Had the same thing happened in Washington, D. C., no doubt the conductor would have stopped the car and called a cop. Did the Canadian street car man do that? No, sir-ee; he simply swung a strong right arm loaded with a cash-box contaning, I suppose, the company's money he collected, and landed a knockout, to the surprise of all. Had that happened here no doubt the street car service would be thought got fresh and started to act rowdy with

he street car service would be thought the street car service would be thought to blame.

In this little comparison I simply invite attention to the fact that the men in the service are in most part solicitous in regard to the comfort of the patrons.

In Montreal, Canada, the conductor used to lesue a transfer, and the next

used to issue a transfer, and the next man would punch it; then the follow-ing man take it up, allowing two rides on the transfer.

Not satisfied with that, I remember

Not satisfied with that, I remember distinctly a fellow scrapping with the conductor on one of the cars because he would not allow any more punch marks on the transfer, the person holding the transfer contending for what he thought his right to ride around town all day because he was a city salesman and around town every day. I mention this case to illustrate how bothersome these transfers are—always a source of trouble.

Just what would happen were all we Washington folk to land in a busy city like New York and attempt to carry ourselves along there as we do here! But, of course, that isn't going to happen; but I must admit we are a nice easy-going people; never in a hurry,

pen; but I must admit we are a nice easy-going people; never in a hurry, except when we have some one else working for us.

In Minneapolis they have a fine line of large cars, and on good schedules, yet, owing to the regulations limiting their number of passengers to be carried, a person is often put to great inconvenience through having to wait for a second, or possibly a third car, and at that you pay 5 cents straight for your ride—they do not sell tickets, but they issue transfers. And so it is from one city to another, if it isn't one thing then it's another. then it's another.

Washington street car service may be poor, it may be rotten, to some, to me, however, it rides about as good as any. The suburban lines are getting fine service, and I really cannot see what is to be done to better the downtown lines.

If, by kicking and knocking any great or lasting good can be brought about let us kick and knock. If there is any way by which we can compel this company to loosen up and distribute a portion of the annual dividend in the shape of cheaper rides or, perhaps, universal transfers, let us get to 'em.

transfers, let us get to 'em,
If, after a good, honest trial it is
found impossible to convince the street
railway companies that they are behind the times, then why not start
something along lines which will be
satisfactory, and, in accordance with
common sense and reason?
Own our own street railways. The Common sense and reason?

Own our own street rallways. The present system is not in any sense a philanthropic one. It is operated for profit, and we are foollah to expect the other fellow to divide up under the present system.

In all fairness to the men in charge of the cars. I want to state that in

of the cars, I want to state that in twelve years' riding in and about this city I have yet to experience the first offense which I can honestly charge against the conductor or motorman on any car in this city. I do not agree with the sentiment as expressed regarding the men in charge. On the contrary I the sentiment as expressed regarding the men in charge. On the contrary, I believe them far more concerned as regards the comforts of the patrons than the patrons concern themselves as regards the conductor or fellow passengers, who are a bit rough, but I suppose they are selected as best fitted to serve that particular line.

to serve that particular line.

That Georgetown line is certainly not ver much to boast about, nor could I ever see any particular attraction to that section of the city. The cars certainly go through there a-flying; just as though they were afraid of being caught out after dark. The short cars are easy to handle when making those caught out after dark. The short cars are easy to handle when making those sharp curves, and no doubt many a child's life has been saved just through those small cars and the easy way the motorman can ston them. Were those large cars running on some lines in this city there is hardly a doubt but that accidents to children would be much more frequent. I have always believed that to be the reason why the large cars are not used more than they are, not only here, but in other cities.

W. C. PARRY.

60214 Park road.

Ninth and G Streets

In Bad Condition.

To the Editor of THE TIMES: I notice your remarks about the occupancy of Pennsylvania avenue by the Capital Traction Company while repairing tracks.

Have you seen how the Washington Railway and Electric Company is heg-ging the space at Ninth and G? For some weeks there has been a mere neck left for travel up and down Ninth

When the company gets through a person can stand on the pavement at the southeast corner and be knocked over by a car turning the corner and diagonally opposite there is not sufficient room for a vehicle to turn the corner between the curb and car.

W. E. ALLEN.

Room 705 McGill Building.

ship in Capital Societies Is Started With Hurrah.

About two hundred Chritsian En-deavorers dined at the Wilson Cafe, in Tweifth street, last night. This occa-sion was a feature of the summer campaign for increased membership of the Endeavorers started in Washington yesterday. The meetings come to a

close tomorrow night.

Following the dinner, Carl Lemann, of Pennsylvania, interstate field secretary, delivered an address at the St. Paul's English Lutheran Church, telling of the different ways in which Christian Endeavor work can be done.

This afternoon in the Zion Baptist Church a man meeting for colored Enlose tomorrow night. This afternoon in the Zion Baptist Church, a mass meeting for colored Endeavorers is being held. Mr. Lehmann will address this meeting. At 5:45 o'clock a raily service to be participated in by eight Christian Endeavor societies from the west and southwest sections of the city, will be held at the West Washington Baptist Church. A second rally, at the Mt. Pleasant Congregational Church, is scheduled for 6:20 o'clock, and will include eight other 6:30 o'clock, and will include eight other societies of Christian Endeavor. At the Eckington Presbyterian Church nine societies will unite in a rally at 7 o'clock. The fourth rally, involving northeast and southeast Washington, is scheduled for the Eastern Presbyterian Church at 7:45 o'clock. The final rally of the cipation in the last rally of the evening. The summer campaign will close
Monday night with a Christian Endeavor lecture by the field secretary, followed by a sociable at St. Paul's English Lutheran Church. Preceding the
lecture, Mr. Lahmann will conduct a
conference on "Christian Endeavor Efficiency" at 7:30 o'clock. In the afternoon, also, at 4:30 o'clock, will occur a
conference for junior and intermediate
Christian Endeavor workers, at St.
Paul's English Latheran Church. aul's English Lutheran Church.

ant Church, 7 p. m.

Effort to Increase Member- Senator Lodge Says It Is Impossible to Get Disinterested Tribunal.

The fact that if the free tolls question is submitted to The Hague it will be a foregone conclusion the decision will be against the United States, was strongly brought out in the Senate discussion yesterday on the Panama canal

Senator Lodge, in discussing the matter, said that it woud be impossible to find a disinterested tribunal, and the interest of other nations would lie in making a decision against the United States. For that reason he held an appeal to

The Hague was useless. Senator Smith of South Carolina inby his assertion that the canal territory was domestic territory, and therefore the question of tolls was a domestic concern, and was not one which this

country could properly submit to arbi-

Senator Lodge, who had an intimate acquaintance with the Hay-Pauncefote treaty, being on the Foreign Relations to this view. He believed the canal strip was American territory, and the canal American water.

The end of the canal debate is not yet in sight. It is expected to last for a number of days. The detailed British protest has not yet been received,

Must Await Redfield. Demand by President Oyster, of the

Board of Education, for a further hearing before Congressman Redfield, in order that charges that machinery at the Western High School was allowed "to run away," endangering the lives of pupils, will have to wait on the return of Mr. Redfield to the city. The

Evening Services in the Churches

TENT SERVICE-Mt. Pleasant street and Park road, 7:30 p. m. PEOPLE'S OPEN-AIR EVENSONG-Washington Cathedral, 4 p. m. CHORAL EVENSONG-St. Paul's Church, 8 p. m. "THE RAINBOW ROUND ABOUT THE THRONE"-The Rev. W. R. Wed-

derspoon, Foundry Methodist Episcopal Church, 8 p. m. WHO OWNS THE NIGHT"-The Rev. Joseph M. M. Gray, Hamline Methodist Episcopal Church, 8 p. m. CHRISTIAN ENDEAVOR SOCIETY MEETING-ine New York Avenue

"HOW A MAN MADE ME LAUGH"-The Rev. E. Hez Swem, the Centenial Baptist Church, 8 p. m.

TWILIGHT SERVICES-The North Carolina Avenue Methodist Protest-

"SUGGESTIONS FROM THE OLYMPIC GAMES"-The Rev. J. Compton Ball, the Metropolitan Baptist Church, 8 p. m. "THE APOSTLE PAUL ON MARS HILL"-The Rev. John E. Briggs, of

the Fifth Baptist Church, 8 p. m. "ONE WAY"-The Rev. Hugh T. Stevenson, Bethany Baptist Church, 8 p. m.